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Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to General Assembly resolution 64/214 of 21 December 2009, in which the Assembly requested the Secretary-General to submit to the Assembly at its sixty-fifth session an analytical report on the progress made in the implementation of the Almaty Programme of Action and the declaration on the midterm review thereof.

As 10 years have passed since the adoption of the United Nations Millennium Declaration, the present report also reviews the progress made by landlocked developing countries towards the attainment of the Millennium Development Goals and highlights some of the challenges experienced, including climate change.

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I. Introduction

1. The Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,[1] adopted in 2003, and the outcome of its midterm review, contained in General Assembly resolution 63/2 of 3 October 2008, underscore the need to strengthen global partnerships in recognition of the special needs and challenges confronted by the landlocked developing countries in their efforts to eradicate poverty, sustain economic growth and better integrate into the world economy.

2. Given their inherent geographical difficulties depriving them of direct access to seaborne trade, the landlocked developing countries find themselves on a disadvantaged development path, compounded by the long distance from major international markets, cumbersome transit procedures, inadequate transport infrastructure and dependence on the political stability, infrastructure and institutional quality of coastal transit countries. These challenges not only affect economic growth, but have major ramifications for social and environmental aspects of development, including the achievement of the Millennium Development Goals.

3. The Almaty Programme, with its overarching goal to forge partnerships to overcome the special problems of landlocked developing countries, contributes directly to the achievement of the Millennium Development Goals by this group of vulnerable countries. The Programme recognizes the direct link between transport, international trade and economic growth and aims at ensuring fuller and more effective integration of the landlocked developing countries in the global economy through the implementation of specific actions to be undertaken by all Almaty stakeholders in only five priority areas, namely: (a) fundamental transit policy issues; (b) infrastructure development and maintenance; (c) international trade and trade facilitation; (d) international support measures; and (e) implementation and review. The Programme constitutes a sound and effective global framework for genuine transit transport cooperation, providing a win-win solution to both landlocked and transit developing countries.

II. Progress in the implementation of the Millennium Development Goals in landlocked developing countries

4. The progress made by the landlocked developing countries towards the attainment of the Millennium Development Goals is uneven owing to the level of development reached by each of the concerned countries. However, data available allow us to draw trends common to this group of countries.

5. The economies of the landlocked developing countries grew at an average annual rate of 7.8 per cent in the period 2003-2007, which slowed down to 6 per cent in 2008 (see annex, table 1). The factors that favourably contributed to such performance include generally prudent macroeconomic policies, soaring commodity prices, high export demand, debt relief and sustained aid and foreign direct

[1] *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003* (A/CONF.202/3), annex I.

investment inflows. Domestic resources are supposed to be a major source of financial resources to be used in accelerating the progress towards the attainment of the Millennium Development Goals. However, their landlockedness, when associated with transit transport inefficiencies and inadequate infrastructure, has remained a major challenge to overcome for this group of vulnerable countries in increasing domestic spending required for achieving the Millennium Development Goals. In 18 landlocked developing countries the gross domestic product (GDP) per capita is still below $1,000. The persistence of such low per capita incomes in landlocked developing countries has resulted in a vicious circle where transport infrastructure investment is not viable owing to too little demand for transport services and simultaneously less economic activity takes place because of inadequate infrastructure resulting in less domestic revenue available for investment into the social sectors required to attain the Millennium Development Goals.

6. Overall, the landlocked developing countries have made commendable progress towards achieving some of the Millennium Development Goals targets. In particular, the landlocked developing countries have made progress in improving enrolment in primary education, gender parity in primary education, combating the spread of HIV/AIDS and increasing the proportion of people with access to improved water source. Although countries have made some progress in reducing child mortality, the rates are still high and many landlocked developing countries are unlikely to achieve the Millennium Development Goals by 2015.

7. Landlocked developing countries have made progress in increasing the net enrolment in primary education and most of the countries are on course to attain this target of the Millennium Development Goals. Landlocked developing countries have also shown significant improvement in primary completion rates, as 80 per cent of them have improved the primary completion rates over the period 2000-2008.[2] Gender parity in primary education has significantly improved in most of the landlocked developing countries and the target is likely to be achieved. The landlocked developing countries have also made impressive improvements in women's representation in national parliaments since 2000. During the period 2000-2007, 21 countries significantly increased the proportion of seats held by women by more than 15 per cent, with one country reaching an impressive 56.3 per cent (Rwanda) and four at 30 per cent or more (Nepal, the former Yugoslav Republic of Macedonia, Uganda and Burundi).[3]

8. The HIV prevalence rate has either stabilized or declined in most of the heavily affected landlocked developing countries, although the prevalence rate is still higher than 10 per cent in 20 per cent of the countries. The coverage of antiretroviral treatment for HIV/AIDS significantly increased, although the treatment gap is still very large. All except two landlocked developing countries have made some progress towards reducing under-five and infant mortality rates over the period 2000-2008. Most of the countries, however, have a high under-five mortality rate, exceeding 50 per 1,000 live births and the highest child mortality rates are in African landlocked developing countries.

9. In the period 2000-2008, 83 per cent of the landlocked developing countries made progress in improving access to an improved water source.

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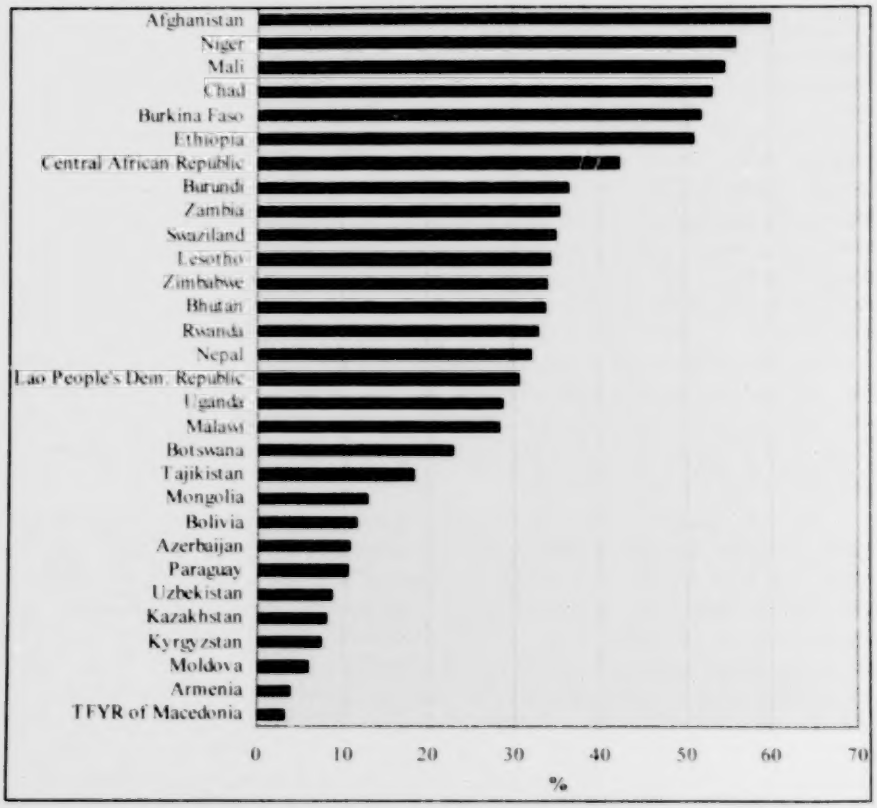
[2] All data on Millennium Development Goals, unless specified, is from the United Nations Statistics Division (UNSD) database; available from http://mdgs.un.org/unsd/mdg/Data.aspx.

[3] Inter-Parliamentary Union 2010; available from www.ipu.org/parline-e/ParliamentsAtaGlance.asp.

10. Communication infrastructure is important for integrating the landlocked developing countries into the global economy. The number of fixed telephone lines increased over the period 2003-2008 in 87 per cent of the landlocked developing countries and the rate of cellular subscription and Internet users significantly increased in all countries the same period (see annex, table 6).

11. Against the significant progress recorded in the aforementioned Millennium Development Goals, progress has been much slower in reducing poverty, hunger and maternal mortality, and in improving the area covered by forests, the proportion of the population using improved sanitation, and gender parity in secondary and tertiary education. The proportion of the population living in extreme poverty in landlocked developing countries is still high (see fig. 1 and annex, table 8). Women and children are most affected by poverty. Poverty is highly linked to unemployment, which is still higher than 10 per cent on average in many of the landlocked developing countries that are in Africa and South-East Asia.[4]

Figure 1
Human Poverty Index in landlocked developing countries (2007)



Source: United Nations Development Programme, *Human Development Report* (2009).

[4] See International Labour Organization database; available from http://laborsta.ilo.org (accessed 20 June 2010).

12. The progress made by landlocked developing countries towards reducing the proportion of people who suffer from hunger has been slow. Most of the landlocked developing countries either have not made progress or the progress has been insufficient to meet the Millennium Development Goal target of reducing the prevalence of underweight children under the age of 5 (see annex, table 8). All landlocked developing countries, particularly those that are net food importers, are the most seriously hurt by rising food prices because of high transport charges.

13. Progress on gender parity in secondary education has been slower, and gender parity at tertiary education level is still very low in most of the countries. Recent estimates show that, although landlocked developing countries have made some progress to reduce their maternal mortality ratios over the period 2000-2008, 42 per cent of the countries still have a maternal mortality ratio that is higher than 500 per 100,000 live births and four of these countries have very high maternal mortality ratios that are in excess of 1,000 per 100,000 live births (see annex, table 8). Progress in improving the proportion of the population using improved sanitation has been slow, and in some countries the level of coverage is still low. There is still a wide disparity between rural and urban areas in all countries with urban areas having greater access than the rural population.

14. The greatest challenges faced by landlocked developing countries in trying to achieve the Millennium Development Goals include limited financial and human resources; unavailability of data to report on progress and for decision-making, particularly on indicators such as unemployment; persistent gender inequalities in some sectors such as employment; the rural-urban and income disparities; and the multiple crises, including the financial and economic crisis, and climate change. These challenges are exacerbated by the fundamental characteristics of landlocked developing countries, including remoteness from major international markets, inadequate transport infrastructure and high trade transaction costs.

15. International cooperation and global partnership is critical for achieving the Millennium Development Goals, and some progress has been recorded in this area. Since the adoption of the Almaty Programme of Action, total flows of official development assistance (ODA) to the group of landlocked developing countries have recorded a notable increase of about 13 per cent annually, from $12 million in 2003 to $22.6 million in 2008 (see annex, table 2). Afghanistan, Ethiopia, Uganda and Zambia were the top recipients of ODA among the group in 2008.

16. External debt as a percentage of the gross national income (GNI) was significantly reduced from 66 per cent in 2003 to 42 per cent in 2008 (see annex, table 3). In 2010, Afghanistan reached completion point under the enhanced Heavily Indebted Poor Countries (HIPC) Initiative, thus qualifying also for additional debt relief under the Multilateral Debt Relief Initiative (MDRI). Afghanistan joins 11 other landlocked developing countries at the same final stage of the Initiative. Total HIPC and MDRI debt relief granted to the landlocked developing countries amounted to more than $27 billion in February 2010. However, continued macroeconomic prudence and enhanced efforts must be deployed to address the debt problem of the landlocked developing countries, as several of them may be at risk of debt distress on account of the global financial and economic crisis.

17. Foreign direct investment flows to landlocked developing countries increased at the remarkable annual rate of 23 per cent during the period 2003-2008, reaching a total of $25 billion, up from less than $9 billion in 2003 (see annex, table 7).

However, their distribution among the members of the group has remained skewed, as more than half of the total inflows in 2008 went to Kazakhstan alone. Other top receivers were Armenia and Zambia. Furthermore, total flows to landlocked developing countries still accounted for only about 1.4 per cent of global foreign direct investment. Efforts to attract more growth- and employment-inducing foreign direct investment should be strengthened by landlocked developing countries through measures such as facilitating entry, establishment and protection of foreign direct investment, targeted incentive schemes, partnerships with research and development institutions, grants for employment creation, financial assistance for the acquisition of industrial/commercial premises, and strengthening the quality and quantity of the local workforce and of national technical and administrative institutions. However, fiscal incentives should be used in a nuanced way, taking into account the long-term impact on government revenue.

18. Limited progress has been made in the negotiations of the World Trade Organization Doha Round on the multilateral trading system. It is important that the development needs of landlocked developing countries are taken fully into consideration. The reduction or the removal of agricultural subsidies in major developed countries and improvements in non-agricultural market access will positively benefit landlocked developing countries. In this regard, early agreement on the World Trade Organization Doha Round negotiations on trade facilitation is particularly important for landlocked developing countries.

19. Progress is being made in making the Aid for Trade Initiative operational, which is intended to serve as a tool to build capacities in trading and marketing and to boost trade-related infrastructure and will particularly benefit landlocked developing countries (see sect. 4.D).

20. The global recession has brought to the fore the ever more urgent need for landlocked developing countries to strategically transform their economies, broaden their productive base so as to enhance their competitiveness on the global markets, build resilience to external shocks and achieve higher and sustainable economic growth necessary for promoting investment in social and human development. The timely and effective implementation of the goals of the Almaty Programme in its intertwined priority areas would directly contribute to that strategic policy direction, and help the landlocked developing countries advance on the path to achieve the Millennium Development Goals.

III. Climate change and landlocked developing countries

21. Climate change poses a major threat to the achievement of sustainable development, poverty reduction and the Millennium Development Goals by landlocked developing countries. Climate change has exacerbated land degradation, desertification and deforestation in landlocked developing countries. Between the period 1990-2005, 65 per cent of the landlocked developing countries experienced deforestation (United Nations Statistics Division database). Severe droughts result in food shortages, such as those experienced between 2002-2005 in Malawi, Zambia, Zimbabwe, Lesotho, Swaziland,[5] the Niger and Ethiopia, and depress

[5] United Nations Environment Programme and World Agroforestry Centre, *Climate Change and Variability in Southern Africa. Impacts and Adaptation in the Agricultural Sector* (2006).

hydroelectric power generation, such as in Zambia. The Central Asian landlocked developing countries, including Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan and Uzbekistan, have been affected by desertification owing to increasing water shortages, while Nepal has experienced massive degradation of arable land due to floods and storms.[6] Climate change has exacerbated the drying up of already arid zones in Africa; for example, the drying up of Lake Chad has resulted in shortages of water and reduction in biodiversity. The temperatures over the African continent have been increasing since the 1960s; for example, the decadal warming rates of 0.29° C was recorded in the African tropical forests. Increasing temperatures are threatening some crop varieties, such as coffee and tea, and thereby increasing the vulnerability of landlocked developing countries, whose economies rely heavily on one or two agricultural products. Climate change is also affecting freshwater fisheries of landlocked countries through changes in water temperature, nutrient levels and lower dry-season water levels, leading to reduced fish yields. For example, Malawi and Uganda suffered from decreased yield of inland fisheries that are important sources of food and employment for their populations.

22. In order to effectively address climate change, landlocked developing countries need to undertake both mitigation and adaptation actions. In this regard, the full support of the international community through reliable financial resources, technology development and transfer, and capacity-building are crucial in order to bridge the gap between policy and implementation. Landlocked developing countries should strive to take advantage of the existing opportunities such as the Global Environment Facility (GEF) and the green growth and green jobs initiatives provided by the international climate change regime. The 17 landlocked developing countries that are least developed countries should utilize the national adaptation programmes of action support available under article 4.9 of the United Nations Framework Convention on Climate Change. There is, however, need to develop support measures for the other landlocked countries that are not least developed countries; thus the landlocked developing countries as a group should negotiate for special climate change financing.

IV. Priorities

A. Fundamental transit policy issues

23. Burdensome and inefficient regulations, cross-border restrictions on vehicle movements, trans-loading, physical inspections and offloading of freight at borders, unwarranted inspections of goods en route, differing vehicle standards between neighbouring countries, inadequate security for drivers and freight, and corruption have emerged as among the principal bottlenecks hindering reliability, speediness and security of cross-border transport and logistics networks connecting landlocked developing countries to seaports.

24. Recent analysis finds that being landlocked adds four days to land distribution of exports and nine days to imports compared with equivalent distances within the coastal transit country. Even more problematic are the lack of predictability in the transit chain, transit overheads, such as superfluous regulations and corruption that

[6] Asian Development Bank, "Combating Desertification in Asia"; available from www.adb.org/Environment/desertification.asp.

can add 30 to 100 per cent to transport costs, and the lack of effective implementation of regional transit agreements, which aggravate the problems faced by landlocked developing countries in engaging in international trade. In sub-Saharan Africa, the United Nations Conference on Trade and Development (UNCTAD) reports that trucks spend just 21 per cent of their time driving, while the rest of the time is spent on clearance procedures at the borders, pre-departure delays in transit ports, weigh bridges and other police stops en route. According to the Economic Commission for Europe (ECE), more than half of transit time from Central Asia to Europe is spent waiting at borders.

25. The removal of the non-physical impediments to landlocked developing countries' cross-border trade can be attained only through broader and stronger cooperation at the bilateral and regional levels, between landlocked and transit developing countries, and, within Governments, among all of the many agencies and authorities engaged in border control. The efficient functioning of proper inter-agency coordination institutions, incorporating both public and private sector stakeholders in transit transport, is critical for successful corridor management, infrastructure development and investment and transit service operations. Such cooperation is indispensable in order to adopt a harmonized common approach to the design, the implementation and the monitoring of trade and transport facilitation policy reforms. The legal frameworks pertaining to these areas must be harmonized and their implementation pursued with strong political will and commitment, especially in the implementation phase, as they constitute the single most important component of a coherent transit transport cooperation strategy for the landlocked developing countries and their regional transit partners.

26. Such a strategy should encompass all modes of transport. In the rail sector, for example, an urgent area that needs to be addressed is the interoperability of national and international transport laws to improve transport over long distances. At present, for instance, in Central Asia two legal systems define rules for international railway and multimodal transport, including consignment notes and other documentation. The interoperability of national rail transport laws is difficult to achieve, but the recent development of a joint consignment note of the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (Appendix B to the Convention concerning International Carriage by Rail (COTIF)/Agreement on International Goods Transport by Rail demonstrates that non-physical obstacles can be overcome through negotiations. Nevertheless, important differences between the two legal regimes continue to exist. For instance, the liability clauses in the Uniform Rules and the Agreement are almost identical, but compensation levels differ significantly. The adoption of a unified rail transport law by all countries along the major Euro-Asian corridors would be conducive to the development of competitive interregional services. Good examples of complementary rail systems can be found in the bi-national railways in Ivory Coast-Burkina Faso and Senegal-Mali, as well as in the operation of contiguous railways by the same concessionaire (Central East African Railways in Mozambique and Malawi).

27. In the road sector, a study on the harmonization of norms and standards applicable to the Trans-African Highway is to be undertaken by the Economic Commission for Africa (ECA), in collaboration with the African Union Commission and the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, as a response to the recommendation contained in the outcome of the African regional

midterm review of the Almaty Programme of Action in 2008[7] to support efforts to elaborate and conclude an intergovernmental agreement on the Trans-African Highway. According to the Economic and Social Commission for Asia and the Pacific (ESCAP), evidence gained from the successful implementation of the Asian Highway and Trans-Asian Railway networks shows that the formalization of the networks through related intergovernmental agreements has promoted the development of transport infrastructure in a coordinated manner by attracting stronger commitments of Member States; increased financing from international banks and bilateral donors, and enhanced collaboration with the private sector.

28. Critical solutions to transit transport bottlenecks that could bring immediate benefits to both landlocked and coastal developing countries are the re-engineering of the transit system to simplify and harmonize documentation requirements, the creation of one-stop border posts to avoid the duplication of procedures, the automation of customs to reduce direct contact with officials, the reform of trucking regulation to promote competition, and the establishment of inland clearance centres or dry ports to anticipate clearance procedures.

29. In recognition of the importance of transit policy reforms, landlocked and transit developing countries in all regions have continued to make substantial progress in facilitating transport and trade across borders. According to the World Bank report, Doing Business 2010, Rwanda and Kyrgyzstan were among the top performers. Kyrgyzstan eliminated six previously required documents and simplified inspection procedures that have sped up trading across borders. Rwanda is the first sub-Saharan African economy to achieve the rank of top performer, having steadily reformed its commercial laws and institutions since 2001. By implementing administrative changes, such as increased operating hours and enhanced cooperation at the border, along with the removal of some documentation requirements for importers and exporters, Rwanda has improved trading times. Delays at the border were reduced in Mali with the implementation of an electronic data interchange system, improvements in the terminals used by traders, and streamlining of required documentation. In Malawi delays were reduced with the implementation of a risk-based inspection regime and a post-destination clearance programme for pre-approved traders. Improvements at the Douala port and implementation of a cargo tracking system and scanners shortened import and export times and improved the security of goods transiting through Cameroon. Senegal is benefiting from having privatized the management of its container terminal.

30. Paraguay saw a reduction in trading times with the implementation of an electronic export system and improvements to the risk-based inspection system. In South Asia, traders benefited from the introduction of an automated import and export customs clearance system at the Chittagong port in Bangladesh. Along with increasing competition in the logistics industry, Viet Nam improved the efficiency of its customs clearance by introducing post-customs clearance audits and installing software that allows traders to determine the duties applicable to goods being cleared. These reforms were part of the membership reform programme of Viet Nam for accession to the World Trade Organization. By encouraging competition in banking, transportation and customs brokerage services, as well as reducing the number of goods requiring inspection and streamlining the number of documents

[7] See E/ECA/ALMATY/08.

needed to clear goods, Armenia sped up trade across borders. Azerbaijan reduced the time required to clear goods and get them across borders by regrouping various agencies into a single customs service window.

31. Year after year, through widespread reforms of their transit transport policies, the landlocked and transit developing countries as groups are seeing the results of continual efforts to reduce border delays and inefficiencies and make trade flows smoother. In the period from 2005 to 2009, the average time taken by a landlocked developing country to complete export formalities was remarkably reduced by nine days, or 16 per cent. The time required to import dropped from 60 to 52 days during the same period, indicating a 13 per cent reduction. However, importing into a landlocked developing country typically takes at least a week longer than for its coastal neighbours and times can vary widely, especially in Africa and Central Asia. These two regions also continue to record the highest cost to import and export. In the Niger, for example, an exporter must spend 59 days and $3,545 to complete all formalities, from the time the sales contract is concluded until the goods are on the vessels. In Benin, an exporter faces half that time and a third of that cost.

32. Participation in concerted regional integration efforts incorporating policy harmonization, transit reforms, infrastructure overhaul, trade logistics and facilitation projects are key for the landlocked developing countries in order to reap the benefits of international trade. While progress is under way in all regions, much remains to be done to fill the gaps in the implementation of the Almaty Programme. Generally accepted corridor-monitoring indicators should be developed to check progress along the key trade routes serving landlocked developing countries. Corridor indicators detail where the delays and variation in transit times occur, and how the costs of transit for landlocked countries compare with those for coastal countries. There are currently inconsistent approaches by different international organizations in measuring corridor-monitoring indicators. Harmonization of such indicators would allow for cross-country and cross-regional monitoring of trade corridors.

33. The case for joint cross-border initiatives serving landlocked developing countries has taken root especially in Africa. One-stop border post initiatives have begun on the border between Kenya and Uganda at Malaba, one of the busiest border posts in the subregion; between Zambia and Zimbabwe at Chirundu; between Zimbabwe and Mozambique at Forbes/Machipanda along the Trans-Kalahari corridor; and in West Africa on some borders of Ghana, Burkina Faso, Togo and Mali. Furthermore, an increasing number of landlocked developing countries have bonded warehouses at transit neighbours' ports; for example, in West Africa. Rail concessionaires are developing facilities to speed up transits, such as the Sitarail intermodal terminal proposal in Ouagadougou, Burkina Faso, and the ZRS Company customs bond at the Victoria Falls border crossing between Zambia and Zimbabwe.

34. In Asia, efforts are being made to formulate an agreement on facilitation of international road transport among the member States of the Shanghai Cooperation Organization, four of which are landlocked, with the assistance of ESCAP and the Asian Development Bank (ADB). Economic cooperation is also being further strengthened between and among the Lao People's Democratic Republic, Myanmar, Thailand and Viet Nam, with the implementation of the annexes and protocols to the Agreement for Facilitation of Cross-Border Transport of Goods and People in the Greater Mekong Subregion, which will reduce transport costs and make the

movement of goods and people more efficient, contributing to poverty alleviation by supporting the development of rural and border areas, increasing earnings of low-income groups, providing employment opportunities, and promoting tourism. A recent initiative by the Economic Cooperation Organization is meant to promote the provision of special services and facilities that will be made available to its landlocked member States in free economic zones created at the ports or the nearest locations to ports. These will be supported by administrative facilities, permits and investment opportunities for the landlocked developing country members in the ports of the transit countries, the establishment of "ECO zones" at ports and dialogue forums among landlocked and transit countries.

B. Infrastructure development and maintenance

35. For the landlocked developing countries, given their disadvantaged position whereby they cannot control shipping conditions outside their borders and depend on trade corridors to access port or regional trade partners, the state of trade corridor infrastructure, rehabilitation needs, and, above all, sustainable resources for maintenance are key concerns. However, owing to the small scale of many of these countries, Governments face enormous difficulties funding large-scale fixed costs associated with infrastructure development. Regional collaboration, through effective regional institutions, backed by a strong political consensus, allows for the common setting of priorities for regional investments, management and development of road and rail trade corridors linking landlocked developing countries in Asia, Africa and South America to seaports.

36. The weakest links in transport chains can usually be found in the interchanges. The establishment of efficient inland transport linkages, for example, between rail and port facilities, has emerged as among the most urgent challenges for landlocked developing countries and their transit neighbours. Weaknesses are partly physical, with no physical connection between the modes and no infrastructure for trans-shipment; partly institutional, with responsibility for the interchanges not falling clearly to one modal agency or the other; and partly operational, with the collection of taxes or other duties and corruption pushing up costs and slowing movements.

37. Notwithstanding the enormous challenges, progress has been recorded in all landlocked regions. Burkina Faso has been involved in the construction of a number of dry ports. One of these ports was constructed in collaboration with Côte d'Ivoire, and will also serve the Niger. Another dry port being developed by Burkina Faso would be linked to the seaports of Tema and Takoradi in Ghana by railways. In Ethiopia, the construction of a dry port on the gateway to Djibouti is under way and the Dry Port Services Administration has been set up. In maritime transport, port extension and port reforms are under way, including the modernization of the port equipments in Ghana, Côte d'Ivoire and Nigeria, and the computerization of port operations. However, only a handful of ports in sub-Saharan Africa can receive the major portion of shipments destined there. Many are poorly equipped and inefficiently operated. More deep seaports must be developed and services and capacities in existing ones improved to help make them comparable to international standards.

38. With the establishment of road funds in 27 African countries, increased efforts to maintain existing roads and expand infrastructure have been observed. There has also been an increase in efforts to raise awareness of the importance of railways and inland waterways as cheaper alternatives to road transport. The Central African region that has the weakest infrastructure network on the continent intends to scale up development of its inland waterways through the International Commission for Congo-Oubangui-Sangha Basin. The Commission recognizes the untapped potential of the Congo basin, which has a navigable network of 12,000 km, covering nearly 4 million km^2 in nine countries. The river corridor suffers from outdated and insufficient infrastructure, inadequate channel markings and numerous non-physical barriers to movement. The Commission plans to improve the physical and regulatory arrangements towards an effective redevelopment of inland navigation.

39. In Asia, work has been geared towards the realization of the vision of an international integrated intermodal transport and logistics system encompassing the continent. The development and upgrading of the Asian Highway and Trans-Asian Railway networks are at the core of this vision, together with the development of intermodal interfaces providing connectivity across borders and to ports. Amendments to the Intergovernmental Agreement on the Asian Highway Network were adopted in September 2009 at the proposal of China, India and Kazakhstan, to include: (a) the Urumqi-Takeshkan road section in China, connecting with Yarantai in Mongolia; (b) the Phulbari-Jaigaon road section in India, extending route AH48 from the border of Bhutan; and (c) the Aktobe-Zaysan road section in Kazakhstan as a branch of route AH61, therefore providing road connectivity to all landlocked countries in the region.

40. In South America, the Plurinational State of Bolivia has finalized road projects worth $1.2 billion, due for completion within two to three years and financed mainly by the Andean Development Corporation, the Brazilian Development Bank and the Inter-American Development Bank. New construction started on the 4,700 km inter-oceanic route connecting Brazil's largest port, Santos, with those of Arica and Iquique in Chile, with smaller stretches having recently been inaugurated in Bolivia. Due for completion by 2011, this key project of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) will strengthen regional integration and trade. Bolivia will also benefit from the opening of the Southern Inter-oceanic Highway connecting Brazil and the Peruvian coast along its northern border, a project that has been awarded an additional $200 million loan from the Andean Development Corporation for its final phase in 2010.

41. After a long period of neglect, railway integration has recently made progress in South America. In May 2010, Paraguay and Brazil formalized a project funded by the Brazilian Development Bank to link Paraguay's railway system with the railroad linking Paranagua in Brazil and the Chilean city Antofagasta, in effect creating an inter-oceanic railway corridor. Moreover, loans for Paraguay's $166 million railway integration programme with Argentina have been approved by the Andean Development Corporation and the Argentine Government.

C. International Trade and Trade Facilitation

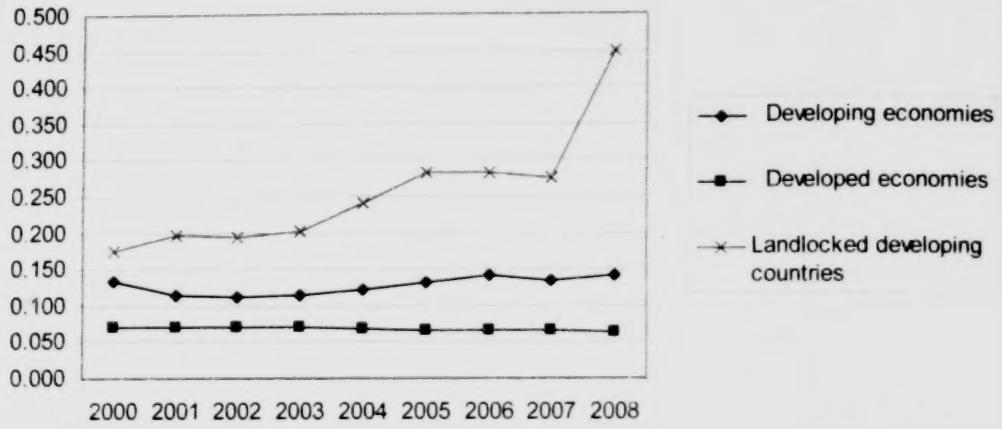
42. The location of productive activities is an important determinant of transport costs as it defines the distance between producers and consumers. While distance

from major markets imposes additional trade costs, international transport has the potential to reduce the related economic disadvantages. Trade costs have fallen worldwide because of lower transport and communication costs, higher quality and faster speed. But not all countries have benefited equally. Transport costs have fallen faster where the demand for transport services is greater. Increasing scale in traded products has raised competitiveness and allowed scale economies in the transport sector. The resulting lower trade and transport costs further encourage trade and allow greater specialization and exchange. While some developing countries have managed to break into international markets and benefited from lower transport costs, most of the others have not. The 31 landlocked developing countries fall within the second group and continue to face difficulties in their efforts to profit from trade opportunities and harness global markets for economic development and growth.

43. Over the seven years of implementation of the Almaty Programme of Action, the group of landlocked developing countries experienced enhanced export performance, with the value of merchandise exports growing in nominal terms from $33 billion in 2003 to $153 billion in 2008. However, such impressive export growth occurred only in a handful of landlocked developing countries and was driven largely by the surge in commodity prices, which saw oil and mineral prices rising significantly. As a matter of fact, the combined value exports of Kazakhstan and Azerbaijan alone amounted to 78 per cent of the group's total. Landlocked developing countries remain largely marginalized in the global economy, as reflected in their consistently very low share of world trade in goods, which hovers below 1 per cent, at 0.96 per cent in 2008, up from 0.45 per cent in 2003 (see annex, table 4).

44. The export structure of landlocked developing countries, which typically rely on very few bulky primary agricultural and mining commodities, is also an important factor to consider. As seen in the figure below, while export concentration ratios for developing countries have remained relatively stable since 2000, they have increased most dramatically for the landlocked developing countries owing to higher world demand for mineral and fuels. This clearly indicates limited export diversification and highlights their vulnerability to external shocks. A change in the mix of exports towards a higher share of services and products that represent "low bulk — high value goods" would help reduce the additional transaction costs that these countries incur in international trade owing to market distance and transit hurdles. In a volatile world, policies aimed at diversifying exports are also critical for reducing landlocked developing countries' vulnerability to trade shocks and loss of export revenues.

Figure 2
Export concentration ratios of landlocked developing countries and other country groups, 2000-2008 (*Herfindhal-Hirschmann Index*)



Source: UNCTAD Handbook of Statistics.

45. Lack of productive and export diversification exposed the group to the severe effects of the collapse in commodity prices in 2008/2009, which is estimated to have drastically reduced the volume of world trade by 11 per cent in 2009.[8] An analysis of the trade effects of the crisis carried out by the International Trade Centre (ITC) found that the landlocked developing countries experienced the largest decline in export value to Organization for Economic Cooperation and Development (OECD) countries, amounting to 34.2 per cent, compared to developing countries altogether, which exported 18.1 per cent less to OECD countries (arms and minerals excluded). Such a large decrease in exports during the crisis underscores the high vulnerability of landlocked developing countries to adverse shocks and their non-diversified export structure.

46. The availability of preferential tariff schemes benefiting landlocked developing countries continues to offer duty and quota-free market access opportunities to over 90 per cent of their exports, excluding arms. Preferential tariffs provide a much needed price advantage for products of landlocked developing countries in developed countries' markets. However, their utilization has often remained limited to a narrow set of export products. In addition, only 40.5 per cent of their export value (excluding arms and minerals) is bound to OECD countries. Utilization of preferential tariffs for existing exports is also severely impeded by the application of burdensome and non-harmonized rules of origin, which are not commensurate with the level of development of beneficiary countries (see table 1 below). In 2008, landlocked developing countries exported almost $66 billion (excluding arms and minerals) to Canada, the United States of America and Europe. Out of that amount, $12 billion was eligible for preferential treatment. However, exporters from

[8] Department of Economic and Social Affairs, *World Economic Situation and Prospects 2010: Update as of mid-2010*.

landlocked developing countries still paid full customs duties on $2.8 billion out of that amount. In percentage terms, landlocked developing countries as a group show the lowest rate of preference utilization (77.1 per cent) in comparison with least developed countries (89 per cent) and developing countries altogether (81.5 per cent), even when arms and minerals are excluded (69.9 per cent).

Table 1
Tariff preferences and their utilization in 2008

(Millions of United States dollars)

Exporting group	*Total exports*	*Duty-free exports (MFN=0%)*	*Dutiable exports*	*Exports eligible for preferences*	*Exports actually entered under preferential regime*	*Utilization percentage rate*	*Utilization percentage rate (excluding minerals and arms)*
Developing countries excluding BRIC	1 010 570	569 882	141 887	291 031	237 047	81.5	77.2
Least developed countries	74 305	27 590	6 230	40 375	35 930	89.0	81.0
Landlocked developing countries	65 973	48 906	4 800	12 010	9 262	77.1	69.9

Source: International Trade Centre.
Note: BRIC stands for Brazil, Russian Federation, India and China.

47. Preferential rules of origin can be very complex and restrictive, especially for those products that are of most interest to vulnerable developing countries. A best practice model is represented by the Canadian scheme of generalized preferences, characterized by the use of mainly one single method for determining origin and a generous application of cumulation requirements. Legislation is under consideration by the European Commission with a view to revising its current preferential rules of origin in the light of criteria of simplification and development-friendliness, in order to allow beneficiary countries a real possibility to access the preferential tariff treatment granted, and encourage their industrial development.

48. Trade facilitation has become the most important trade policy instrument to achieve gains from international trade in an international environment, where tariffs and quotas are falling and represent less of a barrier to trade. There is ample evidence that customs modernization, fight against corruption, and harmonization of border crossing procedures along international transport corridors can immediately reduce economic distance, save time and increase the reliability of logistics and supply chains. The landlocked developing countries have long realized this and have been actively engaged in the negotiations on trade facilitation at the World Trade Organization from early on.

49. The trade facilitation negotiations are unique in the context of the Doha Round for a number of reasons. They have been the rare forum where substantial progress has been made. A first draft consolidated negotiating text is now available based on all members' suggestions and proposals, comprising 16 articles covering about 50 measures. The most striking peculiarity of these negotiations, however, lies on the pledge by World Trade Organization members to provide extensive technical assistance to help developing countries to negotiate effectively in the negotiations and to assist with implementation. As to implementation, the negotiating mandate states that if technical assistance is not forthcoming a member needing this

assistance will not be required to implement. In view of their very advanced stage, the negotiations on trade facilitation should be an early harvest of the Doha Round, and as such should not be delayed by the rest of the Doha Round.

50. The landlocked developing countries further strengthened their group cohesiveness during the Third Meeting of their Trade Ministers, which took place in Swaziland in October 2009. The meeting was convened under the theme "Strengthening trade competitiveness in times of global economic crisis". Trade Ministers and senior Government officials from the landlocked developing countries gathered to take stock of the achievements reached since their ministerial meeting, held in Ulaanbaatar in 2007, and discuss policies and measures on how to best tackle the challenges facing their countries in their efforts to reap more benefits from international trade. The meeting was facilitated by the financial and substantive contribution of the Office of the High Representative. The outcome of the ministerial meeting, the Ezulwini Declaration, represents the most recent policy platform for the group on trade issues.

D. International support measures

51. The international community recognizes that the timely and effective implementation of the priorities of the Almaty Programme of Action can be achieved only through concerted efforts and collaborative platforms involving all stakeholders. The establishment of efficient transit transport systems in landlocked regions worldwide would provide a major stimulus to economic growth, improved standards of living, increased trade, improved access to employment opportunities and increased social integration in many of the most remote and disadvantaged developing countries. Transport and trade facilitation constitute enabling industries that must receive priority attention in development strategies at the national and regional levels, with a view to providing landlocked developing countries with much needed connectivity to global production chains and global markets.

52. Massive investments in transboundary infrastructure are needed if landlocked developing countries are to realize their economic potential. ESCAP estimated an investment requirement of about $24 billion to put in place 8,200 km of missing links in the Trans-Asian Railway Network, including around $9 billion for 2,600 km of missing links in landlocked developing countries. In sub-Saharan Africa, according to a recent assessment, about 70 per cent of the trade corridors connecting the 15 landlocked countries to major seaports is in good or fair condition, with bilateral and multilateral donors channelling increasing amounts of resources to improve the physical infrastructure along the routes. Upgrading the remaining 30 per cent of the corridors to good condition is estimated to cost about $1.5 billion, with maintenance costs close to $1 billion annually. Long-term maintenance neglect has caused a huge backlog investment of up to $3 billion for sub-Saharan African railways.

53. However, investments in transport and transit infrastructure require certain trade volumes to be commercially viable. With low trade volumes, transport services are less frequent and there is less competition. Diseconomies of scale lead to higher transport costs, which in turn lead to lower trade volumes. A challenge for many landlocked developing countries is that their low trade volumes often do not economically justify investments in technologies and infrastructure, be it in the landlocked developing country itself or in the neighbouring transit country. In order to overcome these limitations, these countries should increasingly seek financing for

integrated trade and transport infrastructure projects with a subregional corridor approach.

54. The share of ODA allocated to the transport, storage and communications sectors in landlocked developing countries increased to 8 per cent on average for the group in 2008, with peaks of over 30 per cent in the cases of Mongolia, Paraguay, Swaziland and Uzbekistan, thus confirming the recent shift towards greater focus on aid for trade and infrastructure spending.

55. As African institutions have reaffirmed their commitment to work together to expand regional infrastructure in line with the Programme for Infrastructure Development in Africa (PIDA), there has been a substantial increase in financing for infrastructure development. Total external financial commitments to African infrastructure projects rose to nearly $40 billion in 2009, despite the impact of the global economic downturn, with investment by members of the Infrastructure Consortium for Africa alone going up by 45 per cent, from $13.7 billion in 2008 to $19.5 billion in 2009.

56. This positive trend is also reflected in the progress of the Aid for Trade (AFT) initiative that has the potential to provide a significant boost to helping landlocked developing countries overcome some of their most serious impediments to trade. Bottlenecks along regional road transport corridors, as well as trade and transport-related infrastructure development, are natural candidates for solutions involving aid for trade. Preliminary data for 2008 shows a continued increase of AFT flows of around 10 per cent in real terms, with commitments reaching $41.7 billion according to OECD. The top 20 recipients attracted more than 70 per cent of the AFT flows in 2008, with Afghanistan, Ethiopia, Mali and Mongolia among them. Japan, the United States of America, the European Union, the World Bank and Germany were the major providers. Ensuring timely and continued disbursements of existing aid for trade commitments to developing countries should be a priority to guarantee the uninterrupted implementation of ongoing AFT programmes, thereby helping landlocked developing countries mitigate some of the effects of the economic crisis and benefit more fully from the ongoing recovery in trade.

57. The increased focus on the trade agenda by developing countries is also reflected in an expansion of trade-related activities and investments by the World Bank Group. World Bank trade-related lending more than doubled since 2002, rising to some $1.4 billion in 2008 from about $550 million in 2002. Concessional lending has increased by more than half. Among the approved projects funded by the recently established Trade Facilitation Facility of the World Bank, about $6 million was invested in landlocked and transit developing countries in Asia and Africa to strengthen the quality of trade facilitation systems and reduce trade costs, thus enhancing their competitiveness in global markets.

58. Partnerships between the public sector and the relevant business sectors are critical in enhancing the efficiency and sustainability of transport and trade infrastructures and services in landlocked and transit developing countries. The second session of the UNCTAD Multi-Year Expert Meeting on Transport and Trade Facilitation, held in December 2009, stressed that Governments are increasingly seeking private partners for the financing, building, operation and maintenance of such infrastructure and services. In the context of the current economic crisis, both the public and the private sectors have found their possibilities to obtain financing reduced, and therefore new port and airport infrastructure projects have suffered. It

is important that both sectors work closely together to prevent a cyclical decline in transport investment today from resulting in capacity constraints and obstacles to trade tomorrow.

59. Given their key role in bringing about collaboration of government agencies and private sector actors, international organizations have strengthened their support to the establishment and work of collaborative trade facilitation platforms. UNCTAD and ECE created a web-based repository, where, so far, 13 countries, among which 5 are landlocked developing countries, share information about the structure and scope of activities of their national task forces, thus helping organizations to understand the challenges such task forces face and provide further tailor-made support to strengthen their capacity. The Sub-Saharan Africa Transport Policy Programme has prepared a guidance note on how to establish and support corridor groups and assisted the Regional Economic Communities Transport Coordination Committee to develop an implementation plan for Regional Economic Communities transport activities, including, inter alia, the establishment of observatories of abnormal practices, one-stop border posts, corridor committees, and the harmonization of regulatory arrangements at border posts.

60. The African Development Bank, the Agence Française de Développement, the European Commission and the World Bank have been supporting an important new attempt to transit system reform that is being introduced to facilitate transit traffic through Cameroon to Chad and the Central African Republic, a corridor that suffers from some of the highest international transport costs and worst logistics conditions among developing countries. The main elements of the reform are the introduction of a single transit document, the removal of all road checkpoints and the use of information technology based on the UNCTAD Automated System for Customs Data (ASYCUDA) programme. Substantial benefits in terms of greater predictability, shorter delivery times and lower prices are expected by the implementation of the planned transit reform.

61. The Asian Development Bank continued to play a major role in the implementation of the Almaty Programme in the region through its numerous activities. Resource allocation and funding was increased to regional transit transport infrastructure projects in countries of the Central Asia Regional Economic Cooperation (CAREC) (i.e., Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan and Uzbekistan) to enhance internal road networks and border road networks and in South Asia countries (i.e., Bhutan and Nepal) to increase connectivity with India and Bangladesh. The Bank provided assistance to the Lao People's Democratic Republic in enhancing connectivity with neighbouring countries participating in the Greater Mekong Subregion Economic Cooperation Programme through the further implementation of the cross-border transport Agreement, which provides for single-window/single-stop inspection at border checkpoints and will enable the Greater Mekong Subregion to enjoy lower transport costs, increased flows of goods and people, and greater opportunities for cross-border trade and investments.

62. Improvements in transit policy and trade facilitation have been long-term priorities of the World Customs Organization, which develops and maintains instruments and recommendations to simplify and standardize customs procedures. Nine landlocked developing countries are currently signatories to the revised Kyoto Convention on the Simplification and Harmonization of Customs Procedures and another six are working towards accession. Several landlocked developing countries

follow the provisions of the Convention even though they have not acceded to it. The vast majority of the trade facilitation proposals presented at the World Trade Organization during the Doha Round are consistent with the Convention. The most significant capacity-building programme of the World Customs Organization, which benefits over 20 landlocked developing countries, is the Columbus Programme, which aims at the full implementation of the SAFE Framework of Standards to Secure and Facilitate Global Trade, and is also preparation for the possible outcome of the World Trade Organization negotiations on trade facilitation, as well as support for implementation of other World Customs Organization Standards.

V. Implementation and review

63. The Almaty Programme of Action emphasized that success in achieving its objectives would critically depend on the effective functioning of the arrangements for its implementation and review at subregional, regional and global levels. Bilateral, subregional and regional cooperation is the sine qua non for establishing efficient transit transport systems and must be promoted on the basis of the mutual interests of both landlocked and transit developing countries, with the support of the international community, as reiterated by the declaration of the high-level meeting of the sixty-third session of the General Assembly on the midterm review of the Almaty Programme of Action.

64. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continued to strengthen its efforts to assist the landlocked developing countries through increased mobilization of international and United Nations system-wide support and awareness-raising activities. In response to the midterm review declaration, the Office provided substantive assistance to the Group of landlocked developing countries in developing a draft intergovernmental agreement on the international think tank on the landlocked developing countries, which will provide a centre of excellence for high quality research and policy advice and will contribute to further strengthening of the analytical capacities of landlocked developing countries. The Office also contributed to the eighteenth meeting of the Economic and Environmental Forum of the Organization for Security and Cooperation in Europe, whose theme was focused on promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region, and highlighted the special needs of the eight landlocked OSCE members and two landlocked observers.

65. United Nations system organizations continued their efforts to develop internationally acceptable indicators to measure progress in the implementation of the Almaty Programme of Action. The Office of the High Representative compiled revised statistics with the latest available data on macroeconomic variables, ODA, debt sustainability, and participation in international trade, as well as selected transport infrastructure indicators. The ESCAP time/cost-distance methodology was further applied for monitoring the performance of corridors and border crossing in Asia. The methodology was updated for application to the specific transit transport between Ventiane, Lao People's Democratic Republic, and Laem Chabang Port of Thailand. With the assistance of the Asian Development Bank, the members of CAREC, including seven landlocked countries, applied the methodology to the CAREC corridors in 2009 and bottlenecks were identified for improvement.

VI. Conclusions and recommendations

66. Smooth and reliable transport systems, which lie at the very core of the global framework for transit transport cooperation embodied in the Almaty Programme of Action, play a key role for the overall economic and social progress of the landlocked developing countries, for their peaceful cooperation with transit neighbours and the achievement of their development goals.

67. **The international community should address the special development concerns and needs of the landlocked developing countries through increased, timely and sustainable financial support to help the countries accelerate progress towards the achievement of the Millennium Development Goals and strengthen their capacity to mitigate and adapt to climate change. In this context, indicators to measure global partnerships to address the special needs of least developed countries, landlocked developing countries and small island developing states need to be further developed.**

68. **Critical solutions to transit transport bottlenecks that could bring immediate benefits to both landlocked and coastal developing countries are the re-engineering of the transit system to simplify and harmonize documentation requirements, the creation of one-stop border posts to avoid duplication of procedures, the automation of customs to reduce direct contact with officials, the reform of trucking regulation to promote competition, and the establishment of inland clearance centres or dry ports to anticipate clearance procedures.**

69. **The importance of further strengthening effective and close cooperation and collaboration between landlocked developing countries and their transit neighbours, at regional, subregional and bilateral levels, cannot be overestimated. Institutional cooperative arrangements for trade and transport facilitation must be strengthened with a view to establishing clear and harmonized regulatory frameworks to promote and support initiatives at the corridor or regional level. The involvement of the private sector is crucial for the success of transit transport and trade policy reform projects. UNCTAD, the regional commissions and regional organizations should further strengthen their support and capacity-building activities in this regard.**

70. **The Economic Commission for Africa, the African Union Commission, the World Bank, the African Development Bank and the Office of the High Representative should strengthen their support efforts to elaborate and conclude an intergovernmental agreement on the Trans-African Highway.**

71. **Generally accepted corridor-monitoring indicators should be developed to measure the performance of trade corridors linking landlocked developing countries to seaports and their progress on changes in logistics and trade facilitation practices. The Office of the High Representative, the regional commissions, the World Bank and relevant subregional organizations should cooperate to develop an international agreement on use of a common corridor monitoring framework.**

72. **The international community should provide greater market access for goods originating in landlocked developing countries to mitigate high trade transaction costs stemming from their geographical disadvantages. This should**

be coupled by the broad application of transparent and development-friendly preferential rules of origin to increase the utilization rate of current schemes and serve as an additional incentive for foreign direct investments in landlocked developing countries. Increased and immediate technical assistance should be extended to landlocked developing countries to ensure their effective participation in the World Trade Organization trade negotiations, particularly concerning trade facilitation and the implementation of its future agreement.

73. **Landlocked developing countries stand to gain immensely by highlighting the linkages between aid for trade and the implementation of the Almaty Programme priorities, particularly developing trade and transport infrastructure and the implementation of trade facilitation measures. In order to do so, landlocked developing countries should increase their ownership of the aid for trade initiative by mainstreaming trade into their national and regional development strategies.**

74. **Donor countries and financial and development institutions should continue to provide increased financial resources to transit transport infrastructure and trade facilitation projects in landlocked and transit developing countries, so as to enhance intraregional connectivity, complete missing links and ensure the proper functioning of strategic sea corridors. While the recent scale-up of aid for trade flows is welcome, coverage and predictability remain problematic. Regional economic communities should strengthen their policy coordination and strategic cooperation with bilateral and multilateral donors to enhance the effective allocation of aid for trade for regional integration projects.**

75. **Donor countries and the international financial and development institutions are invited to make voluntary contributions to the Trust Fund established to facilitate the implementation of the outcome of, and follow-up to the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, held in Almaty.**

Statistical annex

Table 1
Gross domestic product

Landlocked developing countries	*GDP estimates at constant 1990 prices (million United States dollars)*					*Per capita (current United States dollars)*	*GDP average annual rate of growth (per cent)*			
	2000	*2003*	*2006*	*2007*	*2008*	*2008*	*2000-2003*	*2003-2006*	*2007*	*2008*
Afghanistan	2 713	5 420	7 553	8 775	9 069	466	25.9	11.7	16.2	3.4
Armenia	1 464	2 070	2 957	3 366	3 596	3 877	12.3	12.6	13.8	6.8
Azerbaijan	3 835	5 179	9 700	12 130	13 443	5 298	10.5	23.3	25.1	10.8
Bhutan	468	594	718	871	929	1 933	8.3	6.5	21.4	6.6
Bolivia (Plurinational State of)	7 047	7 542	8 598	8 991	9 543	1 723	2.3	4.5	4.6	6.2
Botswana	6 337	7 655	8 713	9 170	9 475	6 108	6.5	4.4	5.3	3.3
Burkina Faso	5 181	6 274	7 417	7 685	8 031	522	6.6	5.7	3.6	4.5
Burundi	970	1 023	1 132	1 173	1 226	138	1.8	3.5	3.6	4.5
Central African Republic	1 690	1 556	1 677	1 740	1 778	464	-2.7	2.5	3.7	2.2
Chad	2 172	3 004	4 341	4 347	4 362	765	11.4	13.1	0.2	0.3
Ethiopia	14 938	16 068	22 617	25 136	27 978	319	2.5	12.1	11.1	11.3
Kazakhstan	20 594	28 058	37 298	40 541	41 879	8 575	10.9	10.0	8.7	3.3
Kyrgyzstan	1 737	1 958	2 156	2 341	2 518	934	4.1	3.3	8.5	7.6
Lao People's Democratic Republic	1 593	1 887	2 344	2 529	2 719	858	5.8	7.5	7.9	7.5
Lesotho	846	921	1 048	1 101	1 140	788	2.9	4.4	5.1	3.5
Malawi	3 148	3 252	3 981	4 296	4 615	278	1.1	7.0	7.9	7.4
Mali	3 742	4 699	5 368	5 598	5 863	677	7.9	4.5	4.3	4.7
Mongolia	1 448	1 671	2 153	2 373	2 583	1 991	4.9	8.8	10.2	8.9
Nepal	6 676	7 273	8 027	8 405	8 875	465	2.9	3.3	4.7	5.6
Niger	3 268	3 982	4 531	4 680	4 956	354	6.8	4.4	3.3	5.9
Paraguay	5 442	5 765	6 442	6 878	7 277	2 581	1.9	3.8	6.8	5.8
Republic of Moldova	1 380	1 684	2 037	2 098	2 249	1 664	6.9	6.5	3.0	7.2
Rwanda	2 646	3 093	3 749	4 045	4 500	458	5.3	6.6	7.9	11.2
Swaziland	1 398	1 495	1 628	1 692	1 736	2 369	2.3	2.9	4.0	2.6
Tajikistan	1 091	1 472	1 555	1 602	1 728	363	10.5	1.8	3.0	7.9

Landlocked developing countries	*GDP estimates at constant 1990 prices (million United States dollars)*					*Per capita (current United States dollars)*	*GDP average annual rate of growth (per cent)*			
	2000	*2003*	*2006*	*2007*	*2008*	*2008*	*2000-2003*	*2003-2006*	*2007*	*2008*
The former Yugoslav Republic of Macedonia	4 215	4 173	4 700	4 979	5 243	4 407	-0.3	4.0	5.9	5.3
Turkmenistan	2 413	2 606	3 446	3 846	4 223	1 754	2.6	9.8	11.6	9.8
Uganda	7 895	9 334	11 630	12 636	13 841	500	5.7	7.6	8.6	9.5
Uzbekistan	14 469	16 448	20 338	22 270	24 052	946	4.4	7.3	9.5	8.0
Zambia	4 002	4 523	5 367	5 679	6 037	1 144	4.2	5.9	5.8	6.3
Zimbabwe	9 267	7 743	7 082	6 650	5 813	314	-5.8	-2.9	-6.1	-12.6
Landlocked developing countries	**144 084**	**168 425**	**210 304**	**227 623**	**241 272**	**1 113**	**5.3**	**7.7**	**8.2**	**6.0**
Transit developing countries	**3 779 890**	**4 376 933**	**5 537 853**	**6 033 051**	**6 438 442**	**2 662**	**5.0**	**8.2**	**8.9**	**6.7**
Developing economies	**6 523 995**	**7 360 564**	**9 046 038**	**9 731 415**	**10 258 880**	**3 165**	**4.1**	**7.1**	**7.6**	**5.4**

Source: National Accounts Main Aggregate Database, United Nations Statistics Division, http://unstats.un.org/unsd/snaama/introduction.asp (accessed 1 February 2010).

Table 2
Official development assistance (ODA) receipts and donor assistance for transport, storage and communications

Landlocked developing countries	*Net ODA receipts (millions of United States dollars, current prices)*[a]					*ODA/GNI (percentage)*	*Donor assistance for transport, storage and communications (millions of United States dollars, current prices)*[b]		
	2004	*2005*	*2006*	*2007*	*2008*	*2008*	*2004*	*2006*	*2008*
Afghanistan	1 591	2 736	2 956	3 965	4 865		94	191	473
Armenia	254	170	216	350	303	2.4	14	2	12
Azerbaijan	301	217	206	225	235	0.6	3	13	13
Bhutan	77	90	102	90	87	6.2	11	15	7
Bolivia (Plurinational State of)	938	643	843	477	628	3.9	27	14	13
Botswana	28	48	69	108	716	5.6	0	0	0
Burkina Faso	526	694	869	951	998	12.6	46	60	43
Burundi	228	363	410	473	509	43.9	3	15	36
Central African Republic	51	89	134	177	256	13.2	3	9	5
Chad	252	380	282	354	416	6.2	36	32	58
Ethiopia	1 605	1 910	1 941	2 563	3 327	12.5	114	203	318
Kazakhstan	278	228	170	204	333	0.3	59	4	1
Kyrgyzstan	200	268	311	275	360	8.3	9	3	10
Lao People's Democratic Republic	301	302	364	396	496	10.0	55	43	36
Lesotho	79	67	71	129	143	7.0	17	9	16
Malawi	515	573	682	742	913	21.5	29	2	0
Mali	559	704	824	1 020	964	11.4	48	14	34
Mongolia	252	215	202	239	246	4.8	33	68	81
Nepal	467	424	511	602	716	3.6	40	1	4
Niger	461	520	518	542	605	11.3	21	9	12
Paraguay	51	51	56	108	134	0.8	2	38	64
Republic of Moldova	122	169	230	267	299	4.5	1	6	61
Rwanda	335	577	581	722	931	21.1	9	2	18
Swaziland	40	47	35	51	67	2.5	1	25	57
Tajikistan	148	251	241	222	291	5.8	0	19	0
The former Yugoslav Republic of Macedonia	266	227	205	201	221	2.3	0	2	8
Turkmenistan	29	30	25	28	18	0.1	0	0	0
Uganda	997	1 191	1 539	1 737	1 657	11.7	26	64	189
Uzbekistan	195	170	149	170	187	0.7	1	9	55
Zambia	759	1 166	1 419	998	1 086	8.4	55	77	78

Landlocked developing countries	*Net ODA receipts (millions of United States dollars, current prices)*[a]					*ODA/GNI (percentage)*	*Donor assistance for transport, storage and communications (millions of United States dollars, current prices)*[b]		
	2003	*2005*	*2006*	*2007*	*2008*	*2008*	*2003*	*2006*	*2008*
Zimbabwe	187	373	278	479	611	..	1	1	0
Landlocked developing countries	**12 092**	**14 893**	**16 437**	**18 864**	**22 617**	**5.6**	**759**	**945**	**1 706**
Transit developing countries	**20 325**	**25 953**	**32 798**	**26 285**	**28 033**	..	**2 538**	**3 416**	**5 414**

Source: Organization for Economic Cooperation and Development, Development Cooperation Directorate, *Statistical Annex of the 2010 Development Cooperation Report*, table 25, and Database on Aid Activities (Creditor Reporting System online), http://stats.oecd.org (accessed 5 February 2010).

[a] Comprises net ODA flows from Development Assistance Committee countries, multilateral organizations and non-Development Assistance Committee countries for which data are available.

[b] OECD Development Assistance Committee and multilateral organization donors.

Table 3

External debt, debt service and debt relief under the Heavily Indebted Poor Countries (HIPC) Initiative and the Multilateral Debt Relief Initiative (MDRI)

	Total external debt (percentage of GNI)			*Total debt service (percentage of exports of goods and services and income)*			*Total debt relief to February 2010 (millions of United States dollars)**		*HIPC Initiative status as of February 2010*	
Landlocked developing countries	*2003*	*2007*	*2008*	*2003*	*2007*	*2008*	*HIPC*	*MDRI*	*Decision point*	*Completion point*
Afghanistan	..	..	21	..	..	..	600	..	Jul. 2007	Jan. 2010
Armenia	64	30	28	10.8	7.1	12.7	..	..		
Azerbaijan	25	12	11	6.4	0.7	0.9	..	..		
Bhutan	79	69	..	..	..	..	..	..		
Bolivia (Plurinational State of)	75	38	34	20.0	12.0	11.3	1 967	1 655	Feb. 2000	Jun. 2001
Botswana	7	3	3	1.3	0.9	..	..	..		
Burkina Faso	41	22	21	..	..	..	818	638	Jul. 2000	Apr. 2002
Burundi	230	155	13	63.6	43.6	28.1	964	70	Aug. 2005	Jan. 2009
Central African Republic	92	57	49	..	..	..	638	146	Sep. 2007	Jun. 2009
Chad	67	29	26	..	..	92.5	240	..	May. 2001	Floating
Ethiopia	86	14	11	7.0	4.1	2.8	2 726	1 512	Nov. 2001	Apr. 2004
Kazakhstan	78	104	95	34.8	49.6	41.8	..	..		
Kyrgyzstan	109	65	57	19.8	6.8	8.2	..	..		
Lao People's Democratic Republic	108	84	100	21.5	18.9	..	..	..		
Lesotho	54	34	33	8.0	7.0	2.5	..	..		
Malawi	130	25	23	..	..	..	1 388	733	Dec. 2000	Aug. 2006
Mali	74	31	26	5.8	..	..	752	1 043	Sep. 2000	Mar. 2003
Mongolia	83	41	34	29.3	..	..	..	..		
Nepal	50	35	29	6.1	4.5	3.6	..	..		
Niger	76	23	18	7.5	..	..	953	542	Dec. 2000	Apr. 2004
Paraguay	58	29	26	11.8	6.2	4.8	..	..		
Republic of Moldova	88	66	57	10.3	10.5	11.3	..	..		
Rwanda	88	15	15	13.7	3.2	..	963	234	Dec. 2000	Apr. 2005
Swaziland	21	13	14	1.3	1.9	..	..	..		

Landlocked developing countries	*Total external debt (percentage of GNI)*			*Total debt service (percentage of exports of goods and services and income)*			*Total debt relief to February 2010 (millions of United States dollars)**		*HIPC Initiative status as of February 2010*	
	2003	*2007*	*2008*	*2003*	*2007*	*2008*	*HIPC*	*MDRI*	*Decision point*	*Completion point*
Tajikistan	79	34	29	7.2	2.3	3.1	..	..		
The former Yugoslav Republic of Macedonia	41	49	50	12.9	..	8.7	..	..		
Turkmenistan	30	6	4	..	..	..	..	..		
Uganda	70	14	16	7.2	3.1	1.7	1 520	1 879	Feb. 2000	May 2000
Uzbekistan	49	17	14	..	..	..	..	..		
Zambia	161	28	23	42.3	3.5	3.2	3 697	1 701	Dec. 2000	Apr. 2005
Zimbabwe	62	..	..	..	..	..	..	..		
Landlocked developing countries	**66**	**48**	**42**	**20.7**	**26.6**	**..**	**17 271**	**10 207**		
Transit developing countries	**30**	**19**	**17**	**18.9**	**8.5**	**..**	**24 373**	**8 258**		

Source: *World Development Indicators 10*, tables 1.4 and 6.11, and WDI Online, World Bank (Washington, D.C., 2010), update in preparation.

* Calculated in net present value, end-2008.

Table 4
International merchandise trade, exports and imports

Landlocked developing countries	Exports of merchandise (millions of current United States dollars)			Percentage of world			Imports of merchandise (millions of current United States dollars)			Percentage of world		
	2003	2007	2008	2003	2007	2008	2003	2007	2008	2003	2007	2008
Afghanistan	—	—	580	—	—	0.00	—	—	2 514	—	—	0.02
Armenia	670	1 121	1 055	0.01	0.01	0.01	1 237	3 053	4 101	0.02	0.02	0.03
Azerbaijan	2 592	6 058	47 756	0.03	0.04	0.30	2 626	5 712	7 162	0.03	0.04	0.04
Bhutan	—	—	521	—	—	0.00	—	—	543	—	—	0.00
Bolivia (Plurinational State of)	1 651	4 813	6 899	0.02	0.03	0.04	1 684	3 522	5 006	0.02	0.03	0.03
Botswana	3 802	5 073	4 838	0.05	0.04	0.03	3 964	3 987	5 099	0.05	0.03	0.03
Burkina Faso	314	—	—	0.00	—	—	786	—	—	0.01	—	—
Burundi	66	156	142	0.00	0.00	0.00	145	423	315	0.00	0.00	0.00
Central African Republic	66	—	—	0.00	—	—	100	—	—	0.00	—	—
Chad	—	—	—	—	—	—	—	—	—	—	—	—
Ethiopia	513	1 277	1 602	0.01	0.01	0.01	2 686	5 809	8 680	0.04	0.04	0.05
Kazakhstan	12 927	47 755	71 172	0.17	0.35	0.45	8 408	32 756	37 815	0.11	0.23	0.23
Kyrgyzstan	582	1 134	—	0.01	0.01	—	717	2 417	—	0.01	0.02	—
Lao People's Democratic Republic	—	—	—	—	—	—	—	—	—	—	—	—
Lesotho	479	—	—	0.01	—	—	1 115	—	—	0.01	—	—
Malawi	502	869	879	0.01	0.01	0.01	785	1 378	2 204	0.01	0.01	0.01
Mali	1 007	1 441	1 918	0.01	0.01	0.01	1 271	2 185	3 339	0.02	0.02	0.02
Mongolia	616	1 887	—	0.01	0.01	—	801	2 117	—	0.01	0.02	—
Nepal	653	—	—	0.01	—	—	1 802	—	—	0.02	—	—
Niger	259	550	503	0.00	0.00	0.00	566	956	1 247	0.01	0.01	0.01
Paraguay	1 242	2 745	4 390	0.02	0.02	0.03	2 228	5 841	8 977	0.03	0.04	0.06
Republic of Moldova	790	1 342	1 591	0.01	0.01	0.01	1 402	3 690	4 899	0.02	0.03	0.03
Rwanda	50	183	398	0.00	0.00	0.00	261	697	1 146	0.00	0.00	0.01
Swaziland	1 655	1 113	—	0.02	0.01	—	1 457	1 270	—	0.02	0.01	—
Tajikistan	—	—	—	—	—	—	—	—	—	—	—	—
The former Yugoslav Republic of Macedonia	1 367	3 356	—	0.02	0.02	—	2 306	5 228	6 852	0.03	0.04	0.04
Turkmenistan	—	—	—	—	—	—	—	—	—	—	—	—

Landlocked developing countries	Exports of merchandise (millions of current United States dollars)			Percentage of world			Imports of merchandise (millions of current United States dollars)			Percentage of world		
	2003	2007	2008	2003	2007	2008	2003	2007	2008	2003	2007	2008
Uganda	532	1 337	1 724	0.01	0.01	0.01	1 375	3 493	4 526	0.02	0.02	0.03
Uzbekistan	—	—	—	—	—	—	—	—	—	—	—	—
Zambia	980	4 617	5 099	0.01	0.03	0.03	1 574	4 007	5 060	0.02	0.03	0.03
Zimbabwe	—	3 308	1 694	—	0.02	0.01	—	3 442	2 832	—	0.02	0.02
Landlocked developing countries	**33 314**	**90 136**	**152 763**	**0.45**	**0.65**	**0.96**	**39 297**	**91 981**	**112 317**	**0.52**	**0.66**	**0.70**
Transit developing countries	**932 141**	**2 226 119**	**2 500 542**	**12.50**	**16.13**	**15.70**	**881 377**	**2 018 426**	**2 329 887**	**11.6**	**14.4**	**14.4**
World	**7 458 824**	**13 800 097**	**15 926 318**				**7 615 974**	**13 993 954**	**16 157 456**			

Source: United Nations Statistics Division, Comtrade Database, http://comtrade.un.org/db/default.aspx. (accessed 1 February 2010).

Table 5
Selected transport indicators

	Roads		*Railways*	*Waterways*	*Pipelines*	*Air transport*		
	Kms	*Paved (%)*	*Kms*	*Kms*	*Kms*	*Departures (000s)*		
Landlocked developing countries	*2000/07*	*2000/07*	*2000/08*	*2000/07*	*2000/07*	*2000*	*2007*	*2008*
Afghanistan	42 150	29	..	1 200 (<500 DWT)	466	3 400	..	
Armenia	7 515	90	845	..	2 233	4 400	..	
Azerbaijan	59 141	49	2 099	..	4 785	8 000	12 000	12
Bhutan	8 050	62	..	..	..	..	..	
Bolivia (Plurinational State of)	62 479	7	2 866	10 000	8 994	21 600	24 100	21
Botswana	25 798	33	888	..	..	6 700	7 400	6
Burkina Faso	92 495	4	622	..	..	3 400	1 600	1
Burundi	12 322	10	..	Lake Tanganyika	..	..	..	
Central African Republic	24 307	..	..	2 800	..	1 500	..	
Chad	40 000	1	..	seasonal	250	1 500	..	
Ethiopia	42 429	13	..	..	..	26 600	37 500	40
Kazakhstan	93 123	90	14 205	4 000	24 740	8 000	19 100	19
Kyrgyzstan	34 000	91	417	600	270	6 100	4 900	4
Lao People's Democratic Republic	29 811	13	..	4 600	540	6 400	10 000	10
Lesotho	5 940	18	..	..	..	..	..	
Malawi	15 451	45	797	700	..	4 800	5 900	4
Mali	18 709	18	734	1 800	..	1 500	..	
Mongolia	49 250	4	1 810	580 (seasonal)	..	6 200	6 200	6
Nepal	17 280	57	59	..	..	12 100	6 900	7
Niger	18 951	21	..	300 (seasonal)	..	1 500	..	
Paraguay	29 500	51	36[a]	3 100	..	7 600	10 400	11
Republic of Moldova	12 755	86	1 156	424	1 906	3 700	4 000	
Rwanda	14 008	19	..	Lac Kivu (shallow)	..	..	..	
Swaziland	3 594	30	300	..	..	2 600	..	
Tajikistan	27 767	..	616	200	587	4 000	7 900	8
The former Yugoslav Republic of Macedonia	13 840	..	699	..	388	8 000	..	
Turkmenistan	24 000	81	3 181	1 300	7 864	21 900	15 600	16
Uganda	70 746	23	261	lakes	..	300	..	

Landlocked developing countries	Roads		Railways	Waterways	Pipelines	Air transport		
	Kms	Paved (%)	Kms	Kms	Kms	Departures (000s)		
	2000/07	2000/07	2000/08	2000/07	2000/07	2000	2007	2008
Uzbekistan	81 600	87	4 230	1 100	10 574	30 100	22 300	22
Zambia	66 781	22	1 273	2 250	771	6 100	6 400	4
Zimbabwe	97 267	19	2 583	Lake Kariba	270	13 600	7 300	6
Landlocked developing countries	**1 141 059**	**36**	**34 192**		**63 002**	**221 600**	**209 500**	

Source: *World Development Indicators 2010*, table 5.10, and WDI Online, World Bank (Washington, D.C., 2010), accessed 1 March 2010 and United States Central Intelligence Agency, *The World Factbook, Field Listings — Pipelines, Waterways*, http://www.cia.gov/library/publications/the-world-factbook/index.html (accessed 1 March 2010).

[a] Tourist service.

Table 6
Selected telecommunication indicators

	Telephone lines and cellular subscriber per 100 population						*Internet users per 100 population*
	Main lines		*Cellular*		*Total*		
Landlocked developing countries	*2000*	*2008*	*2000*	*2008*	*2000*	*2008*	*2008*
Afghanistan	0.1	0.4	0.1	29.0	0.2	29.4	1.8
Armenia	17.8	20.3	2.3	100.0	20.1	120.3	6.2
Azerbaijan	11.2	15.0	9.6	75.0	20.8	90.0	28.0
Bhutan	1.0	4.0	...	36.6	...	40.6	6.6
Bolivia (Plurinational State of)	6.8	7.1	11.8	49.8	18.6	56.9	10.8
Botswana	8.4	7.4	18.8	77.3	27.1	84.8	6.3
Burkina Faso	0.5	1.0	0.9	16.8	1.4	17.7	0.9
Burundi	0.3	0.4	0.8	6.0	1.1	6.3	0.8
Central African Republic	0.2	0.3	0.3	3.6	0.6	3.8	0.4
Chad	0.1	0.1	0.4	16.6	0.5	16.7	1.2
Ethiopia	0.5	1.1	0.1	2.4	0.6	3.5	0.5
Kazakhstan	14.0	22.3	6.9	96.1	20.9	118.3	11.0
Kyrgyzstan	7.8	9.1	1.0	62.7	8.8	71.8	15.7
Lao People's Democratic Republic	1.1	2.1	1.0	32.6	2.1	34.7	23.4
Lesotho	1.6	3.2	7.7	28.4	9.3	31.5	3.6
Malawi	0.6	1.2	0.7	12.0	1.3	13.2	2.1
Mali	0.5	0.6	0.4	27.1	0.8	27.7	1.6
Mongolia	5.0	7.6	8.5	66.8	13.5	74.4	12.5
Nepal	1.3	2.8	0.1	14.6	1.4	17.4	1.7
Niger	0.2	0.4	0.5	12.9	0.6	13.4	0.5
Paraguay	4.8	7.9	29.0	95.5	33.8	103.3	14.3
Republic of Moldova	16.9	7.9	8.0	66.7	24.9	74.6	23.4
Rwanda	0.3	0.2	1.0	13.6	1.3	13.8	3.1
Swaziland	3.4	3.8	6.6	45.5	10.0	49.3	6.9
Tajikistan	3.8	4.2	0.2	53.7	4.0	57.9	8.8
The former Yugoslav Republic of Macedonia	27.7	22.4	18.1	122.6	45.8	145.0	41.5
Turkmenistan	8.1	9.5	0.2	22.5	8.3	32.0	1.5
Uganda	0.2	0.5	1.5	27.0	1.7	27.6	7.9
Uzbekistan	6.6	6.8	0.7	46.8	7.3	53.6	9.1

	Telephone lines and cellular subscriber per 100 population						*Internet users per 100 population*
	Main lines		*Cellular*		*Total*		
Landlocked developing countries	*2000*	*2008*	*2000*	*2008*	*2000*	*2008*	*2008*
Zambia	0.7	0.7	1.3	28.0	2.0	28.8	5.6
Zimbabwe	2.3	2.8	2.7	13.3	4.9	16.1	11.4
Landlocked developing countries	**2.7**	**3.8**	**1.1**	**27.8**	**3.8**	**31.6**	**5.2**
Developing regions	**8.0**	**13.7**	**5.2**	**50.4**	**13.2**	**64.1**	**15.9**

Source: ICT Eye and World Telecommunications/ICT Indicators Database 2010, International Telecommunication Union (Geneva), www.itu.int/ITU-D/ict/ (accessed 29 March 2010).

Table 7
Foreign direct investment, net inflows

Landlocked developing countries	*FDI net inflows (millions of current United States dollars)*						
	2000	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Afghanistan		58	187	271	238	243	300
Armenia	104	121	248	239	453	661	1 132
Azerbaijan	30	3 227	3 535	1 679	-601	-4 817	11
Bhutan		3	3	9	6	73	30
Bolivia (Plurinational State of)	736	197	86	-288	281	366	513
Botswana	57	418	391	279	486	495	-4
Burkina Faso	23	29	14	34	34	344	137
Burundi	12			1		1	1
Central African Republic	1	22	29	32	35	57	121
Chad	115	713	467	-99	656	718	834
Ethiopia	135	465	545	265	545	222	93
Kazakhstan	1 283	2 092	4 157	1 971	6 278	11 126	14 543
Kyrgyzstan	-2	46	176	43	182	208	233
Lao People's Democratic Republic	34	19	17	28	187	324	228
Lesotho	32	42	53	57	92	106	199
Malawi	40	66	108	27	30	55	37
Mali	82	132	101	224	83	73	127
Mongolia	54	132	93	185	191	360	683
Nepal		15		2	-7	6	1
Niger	8	11	20	30	51	129	147
Paraguay	104	27	38	54	173	185	320
Republic of Moldova	128	74	88	191	251	493	713
Rwanda	8	3	11	14	16	67	103
Swaziland	106	-61	71	-50	36	37	10
Tajikistan	24	32	272	54	339	360	376
The former Yugoslav Republic of Macedonia	215	118	323	97	424	699	598
Turkmenistan	131	226	354	418	731	804	820
Uganda	181	202	295	380	644	733	787
Uzbekistan	75	70	187	88	195	739	918
Zambia	122	347	364	357	616	1 324	939
Zimbabwe	23	4	9	103	40	69	52
Landlocked developing countries	**3 858**	**8 849**	**12 240**	**6 695**	**12 685**	**16 258**	**25 000**
Transit developing countries	**167 443**	**112 810**	**158 226**	**192 706**	**241 738**	**308 234**	**391 985**
Developing economies	**256 883**	**183 994**	**290 397**	**329 292**	**433 764**	**529 344**	**620 733**

Source: FDI-Online, United Nations Conference on Trade and Development (Geneva), at www.unctad.org/Templates/Page.asp?intItemID=1923 (accessed 11 March 2010).

Table 8
Selected Millennium Development Goals indicators for landlocked developing countries

Landlocked developing countries	*Human poverty index (HPI-1) Value (%)*	*Population below income poverty line of $1.25 (%)*	*Prevalence of undernourishment (% of total population)*			*Maternal mortality ratio per 100,000 live births*	
		*2000-2007**	*1995-1997*	*2000-2002*	*2004-2006*	*2000*	*2008*
Afghanistan	59.8	..	..	..	..	1 957	1 575
Armenia	3.7	10.6	34	30	23	39	30
Azerbaijan	10.7	<2	27	19	11	50	37
Bhutan	33.7	26.2	..	..	..	58	44
Bolivia (Plurinational State of)	11.6	19.6	20	20	23	269	180
Botswana	22.9	31.2	24	27	26	655	519
Burkina Faso	51.8	56.5	12	13	9	456	332
Burundi	36.4	81.3	57	62	63	904	570
Central African Republic	42.4	62.4	50	44	41	1 988	1 570
Chad	53.1	61.9	51	42	38	1 205	1 065
Ethiopia	50.9	39	64	50	44	937	590
Kazakhstan	7.9	3.1	..	8	..	58	44
Kyrgyzstan	7.3	21.8	13	..	..	71	69
Lao People's Democratic Republic	30.7	44	26	22	19	630	339
Lesotho	34.3	43.4	13	14	15	1 021	964
Malawi	28.2	73.9	36	29	29	1 662	1 140
Mali	54.5	51.4	15	12	10	807	670
Mongolia	12.7	22.4	40	25	29	257	207
Nepal	32.1	55.1	24	19	16	343	240
Niger	55.8	65.9	40	32	28	754	601
Paraguay	10.5	6.5	11	11	12	129	113
Republic of Moldova	5.9	8.1	..	..	..	..	..
Rwanda	32.9	76.6	56	39	40	952	383
Swaziland	35.1	62.9	20	17	18	609	736
Tajikistan	18.2	21.5	42	54	26	72	46
The former Yugoslav Republic of Macedonia	3.2	<2	..	..	..	..	..
Turkmenistan	..	24.8	9	7	6	41	22

Landlocked developing countries	*Human poverty index (HPI-1) Value (%)*	*Population below income poverty line of $1.25 (%)*	*Prevalence of undernourishment (% of total population)*			*Maternal mortality ratio per 100,000 live births*	
		*2000-2007**	*1995-1997*	*2000-2002*	*2004-2006*	*2000*	*2008*
Uganda	28.8	51.5	23	16	15	71	69
Uzbekistan	8.5	46.3	5	17	13	49	45
Zambia	35.5	64.3	41	45	45	914	603
Zimbabwe	34	..	46	43	39	819	624

Sources: United Nations Development Programme, 2009; Food and Agriculture Organization of the United Nations, 2009; M. Hogan, K. Foreman, M. Naghavi, S. Y. Ahn, S. Makela, A. Lopez, R. Lozano, C. Murray, "Maternal Mortality for 181 countries, 1980-2008: a systematic analysis of progress towards Millennium Development Goal 5", *The Lancet*, 12 April 2010.

* Data refer to the most recent year available during the period specified.